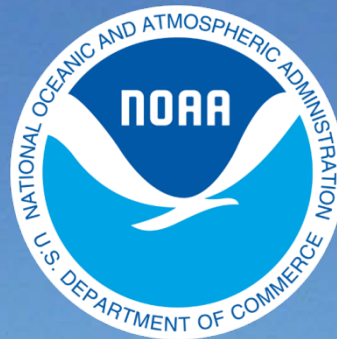


# BookletChart™

## Sabine and Neches Rivers

NOAA Chart 11343

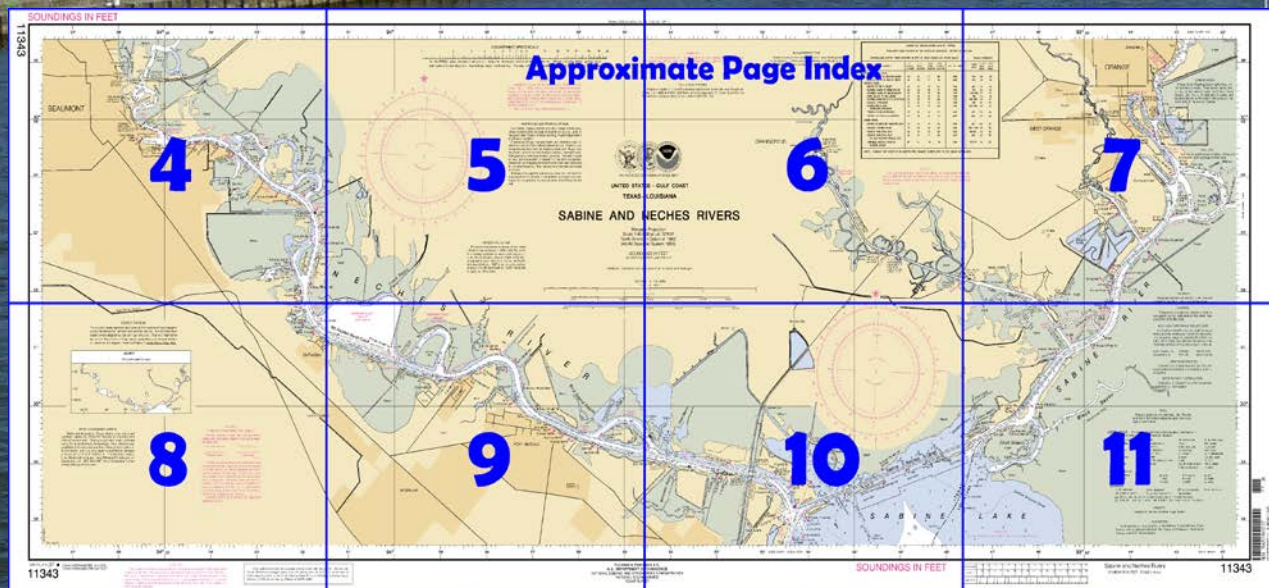


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



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**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™ ?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

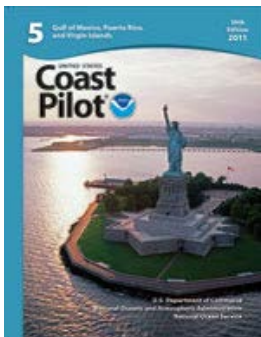
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11343>



**[Selected Excerpts from Coast Pilot]**

**Neches River** empties into Sabine Lake from the NW and extends in a ship canal 18.5 miles to Beaumont. A Federal project provides for a 40-foot channel to a 34-foot turning basin at Beaumont, thence 30 feet to the Bethlehem Shipyards. (See Notice to Mariners and latest editions of charts for controlling depths.) Lights, lighted ranges, and buoys mark the river.

On the W side, at the turn from the Sabine-Neches Canal into the Neches River, there

are several basins in which are a marine service wharf, a small-vessel fueling wharf, and a boat club. The marine service wharf repairs small vessels and barges and operates a tank cleaning service.

A marina is on the long canal just W of the S end of State Route 87 highway bridge. Gasoline and berths are available. In July 1982, reported depths of about 5 feet could be carried to the marina.

**Port Neches**, on the Neches River 5 miles above the mouth, is an important oil refining and chemical center. Petroleum products, asphalt, and roofing material are exported. Port Neches has several private oil handling terminals, a layup berth maintained by a ship repair firm that does above-the-waterline hull and engine repairs, and a wharf and ramp at which gasoline and water are available. The private oil handling terminals are discussed later in this chapter under Wharves, Beaumont. The marsh island N of McFadden Bend Cutoff has been dredged away except for a strip 300 feet wide. The dredged area forms an anchorage for decommissioned ships under jurisdiction of the U.S. Maritime Administration and has a controlling depth of 18 feet.

Above Beaumont, a depth of about 10 feet can be carried for about 12 miles upriver, but there is no commerce in this section and probably many snags obstruct the channel.

**Beaumont**, on Neches River 18.5 miles above Sabine Lake and 43 miles from the Gulf, is the largest city in E Texas, and the home of Lamar University. Petroleum, petrochemical, and shipbuilding and repair are the principal industries.

**Anchorage.**—There are no anchorages at Beaumont; only emergency anchorage is permitted in Neches River. Vessels may tie up to the banks of the river for a limited period provided permission is obtained from the Corps of Engineers. There is temporary anchorage in 29 feet in the bends of the old river below Port Neches and W of the cutoff about a mile above McFadden Bend Cutoff. There is little swinging room.

A barge assembly basin, 2,200 feet long and 350 feet wide for the temporary mooring of barges of tows, is in the bend of the former channel close N of Deer Bayou. Moorings spaced about 175 feet apart on concrete deadmen are on the NE side of the basin.

**Sabine River** empties into Sabine Lake from the N. **Orange** is a city of some commercial importance on the river about 8 miles above Sabine Lake, and 36 miles from the Gulf. The city is on the main coastal highway between Lake Charles and Beaumont.

**Anchorage.**—**Orange**—There are no anchorage areas for commercial vessels in the port. Vessels may tie up along the bank of the river for limited periods if permission is obtained from the Corps of Engineers.

**Currents.**—Currents in the Sabine River are about 2.5 knots during high stages.

**Harbor regulations.**—A **restricted area** for vessels of a Navy reserve center has been established at Orange. (See **334.790**, chapter 2, for limits and regulations.)

**Cow Bayou** flows into Sabine River about 4 miles above Sabine Lake. A dredged channel leads from the Sabine River to a turning basin at the highway bridge at **Orangefield**. In October 2001, the channel controlling depth was 5.0 feet (9.0 feet at midchannel); thence in June 2001, 5.3 to 7.0 feet was available in the basin with shoaling to 2.0 feet in the left outside quarter. In 1996, a draft of 4.5 feet could be carried for about 15 miles above the basin

**Adams Bayou** empties into Sabine River 2 miles above Cow Bayou. A dredged channel leads from the Sabine River to the first fixed highway bridge. In October 2001, the controlling depth was 6.0 feet. The highway bridge has a fixed span with a clearance of 11 feet. Just below the bridge is a shipyard with a 100-ton floating drydock that can handle vessels up to 70 feet for general repairs.

**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander

8<sup>th</sup> CG District

New Orleans, LA

(504) 589-6225

## Table of Selected Chart Notes

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 6th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX and New Orleans, LA.

Refer to charted regulation section numbers.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**WARNING**

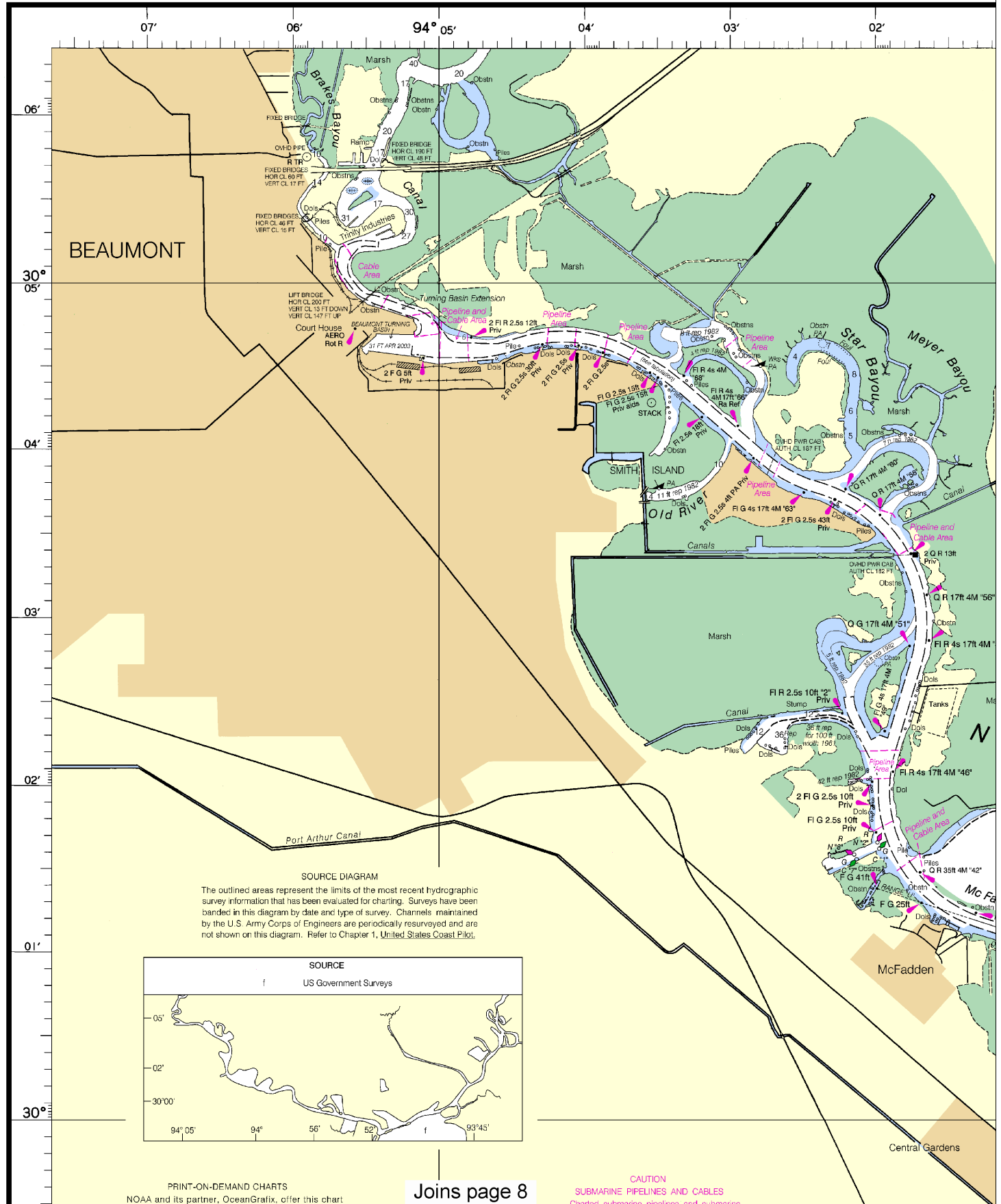
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

| SABINE AND NECHES RIVERS CHANNEL DEPTHS   |                            |                           |                            |                             |                |                    |   |
|---|----------------------------|---------------------------|----------------------------|-----------------------------|----------------|--------------------|---|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2012                 |                            |                           |                            |                             |                |                    |   |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)                |                            |                           |                            |                             |                | PROJECT DIMENSIONS |   |
| NAME OF CHANNEL   | LEFT<br>OUTSIDE<br>QUARTER | LEFT<br>INSIDE<br>QUARTER | RIGHT<br>INSIDE<br>QUARTER | RIGHT<br>OUTSIDE<br>QUARTER | DATE OF SURVEY | WIDTH<br>(FEET)    | DEPTH<br>(NAUT.<br>MILES)<br>MLLW<br>(FEET) |
| <b>SABINE-NECHES CANAL :</b>  |                            |                           |                            |                             |                |                    |   |
| JCT PORT ARTHUR TO NECHES RIVER   | 32.1                       | 31.1                      | 31.6                       | 33.0                        | 9-12           | 400                | 11.1 40                                     |
| NECHES RIVER TO SABINE RIVER  | 23.0                       | 27.0                      | 27.0                       | 26.8                        | 10-12          | 200                | 4.5 30                                      |
| <b>NECHES RIVER:</b>  |                            |                           |                            |                             |                |                    |   |
| MOUTH TO SMITH BLUFF CUT-OFF  | 29.6                       | 29.6                      | 24.0                       | 22.8                        | 3-12           | 400                | 9.6 40                                      |
| TURNING BASIN AT DEER BAYOU   | 40.0                       | 39.6                      | 39.3                       | 38.5                        | 3-12           | 700                | 0.3 40                                      |
| TURNING BASIN AT SMITH'S BLUFF  | 40.0                       | 40.0                      | 40.0                       | 40.0                        | 3-12           | 1400-500           | 0.2 40                                      |
| SMITH BLUFF TO BEAUMONT T.B.  | 29.9                       | 34.0                      | 32.2                       | 32.0                        | 3-12           | 400                | 9.4 40                                      |
| TURNING BASIN @ MILE 40.3   | 37.1                       | 37.1                      | 37.2                       | 37.1                        | 3-12           | 400-1306           | 0.3 40                                      |
| CHANNEL EXTENSION C   | 38.1                       | 33.2                      | 33.0                       | 32.3                        | 3-12           | 350                | 0.2 36                                      |
| MANEUVERING AREA AT<br>BEAUMONT TURNING BASIN   | 29.8                       | 20.9                      | 36.1                       | 36.3                        | 3-12           | varies             | 0.4 40                                      |
| BEAUMONT TURNING BASIN EXTENSION  | 34.0                       | 20.9                      | 34.0                       | 34.0                        | 3-12           | 300                | 0.3 34                                      |
| BEAUMONT T.B. TO BETHLEHEM SHIPYDS  | 20.5                       | 21.3                      | 28.8                       | 28.4                        | 3-12           | 200                | 1.1 30                                      |
| <b>SABINE RIVER:</b>  |                            |                           |                            |                             |                |                    |   |
| MOUTH TO ORANGE MUNICIPAL SLP   | 18.7                       | 18.8                      | 27.1                       | 27.0                        | 10-12          | 200                | 6.8 30                                      |
| ORANGE TURNING BASIN  | 26.9                       | 27.1                      | 30.0                       | 29.9                        | 10-12          | 200 - 1400         | 0.7 30                                      |
| ORANGE MUNICIPAL SLP  | 22.3                       | 11.9                      | 27.1                       | 27.1                        | 10-12          | 150-200            | 0.6 30                                      |
| ORANGE MUNICIPAL SLP TO<br>OLD U.S. HWY 90 BRIDGE                                     | 25.9                       | 25.9                      | 28.7                       | 23.3                        | 10-12          | 200                | 2.0 30                                      |
| CHANNEL AROUND ORANGE<br>HARBOR ISLAND  | 12.5                       | 17.0                      | 10.1                       | 10.9                        | 10-12          | 151-200            | 2.4 25                                      |
| NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION |                            |                           |                            |                             |                |                    |   |



# SOUNDINGS IN FEET

11343



Joins page 8

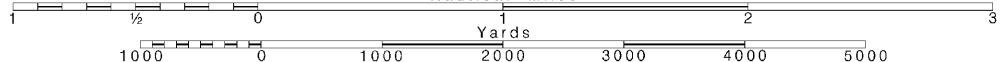
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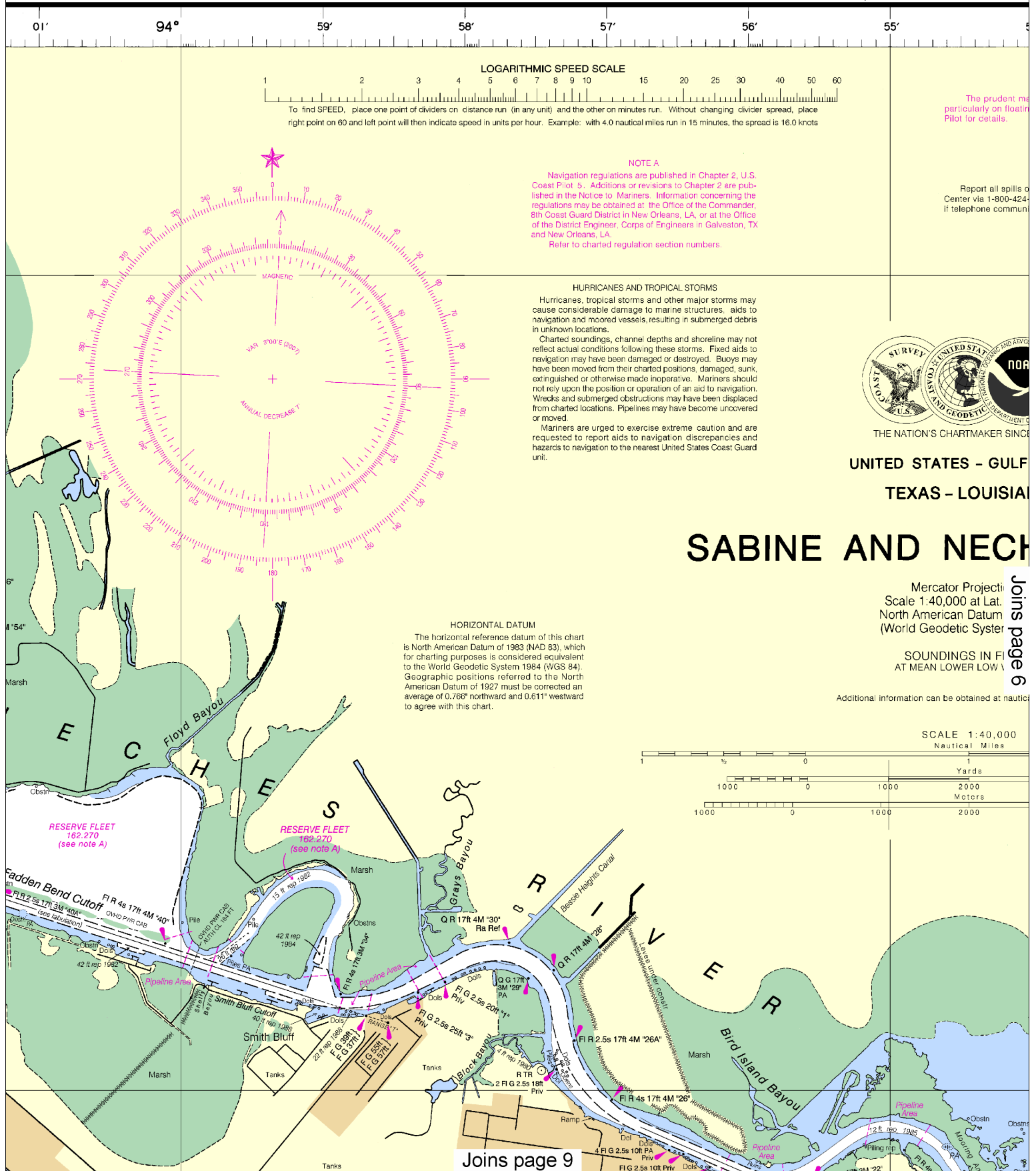
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

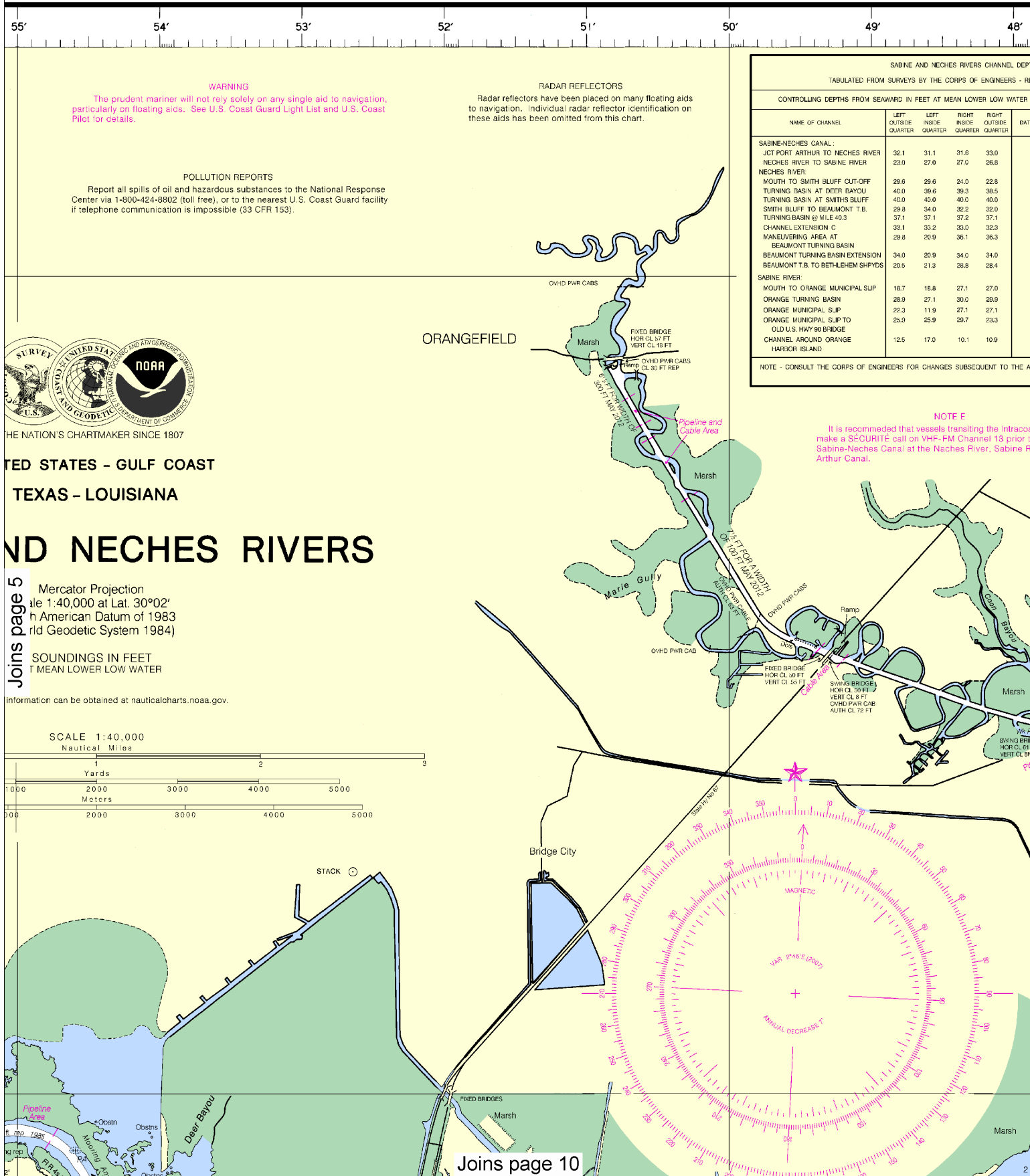
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Nautical Miles

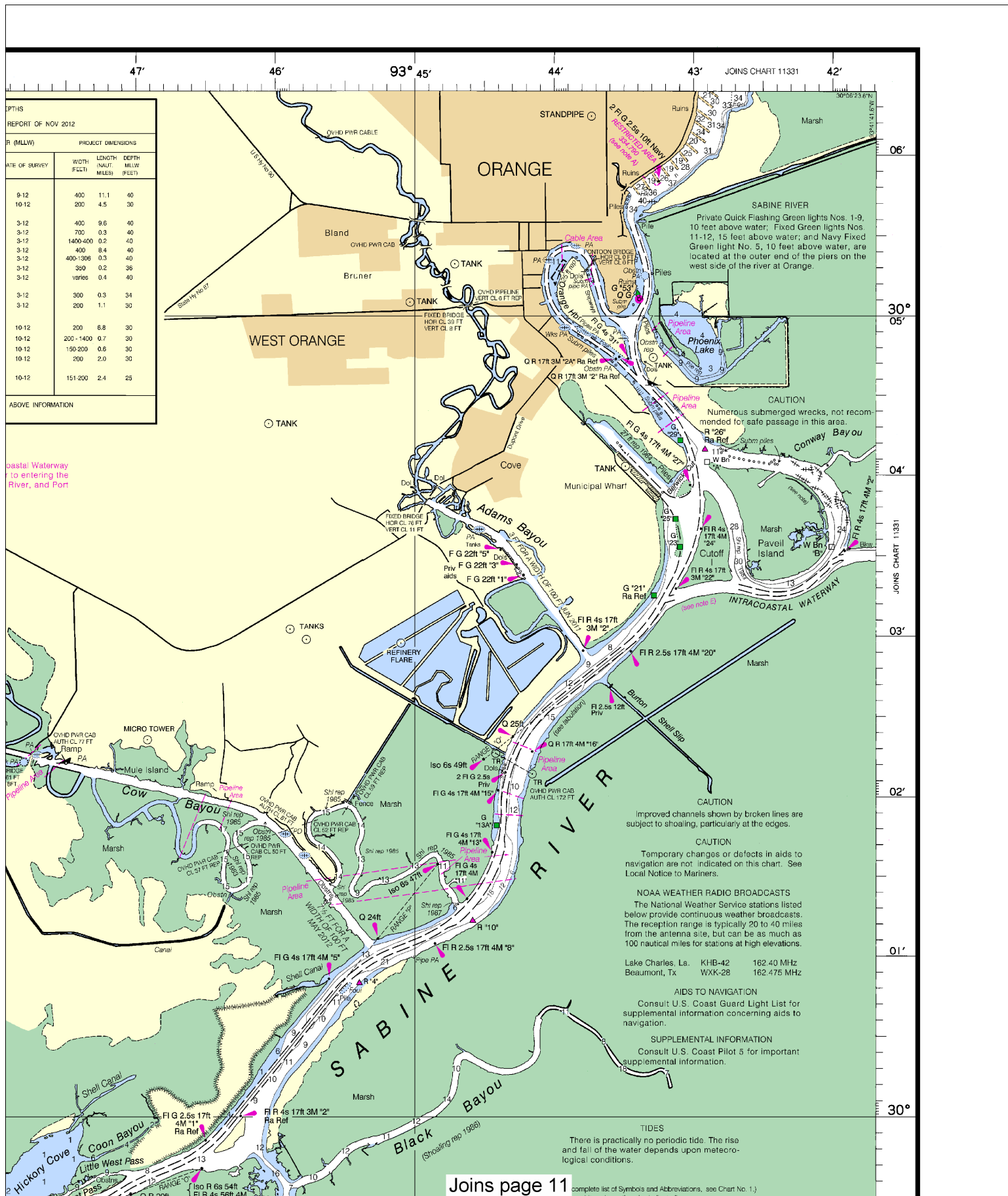
See Note on page 5.





This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

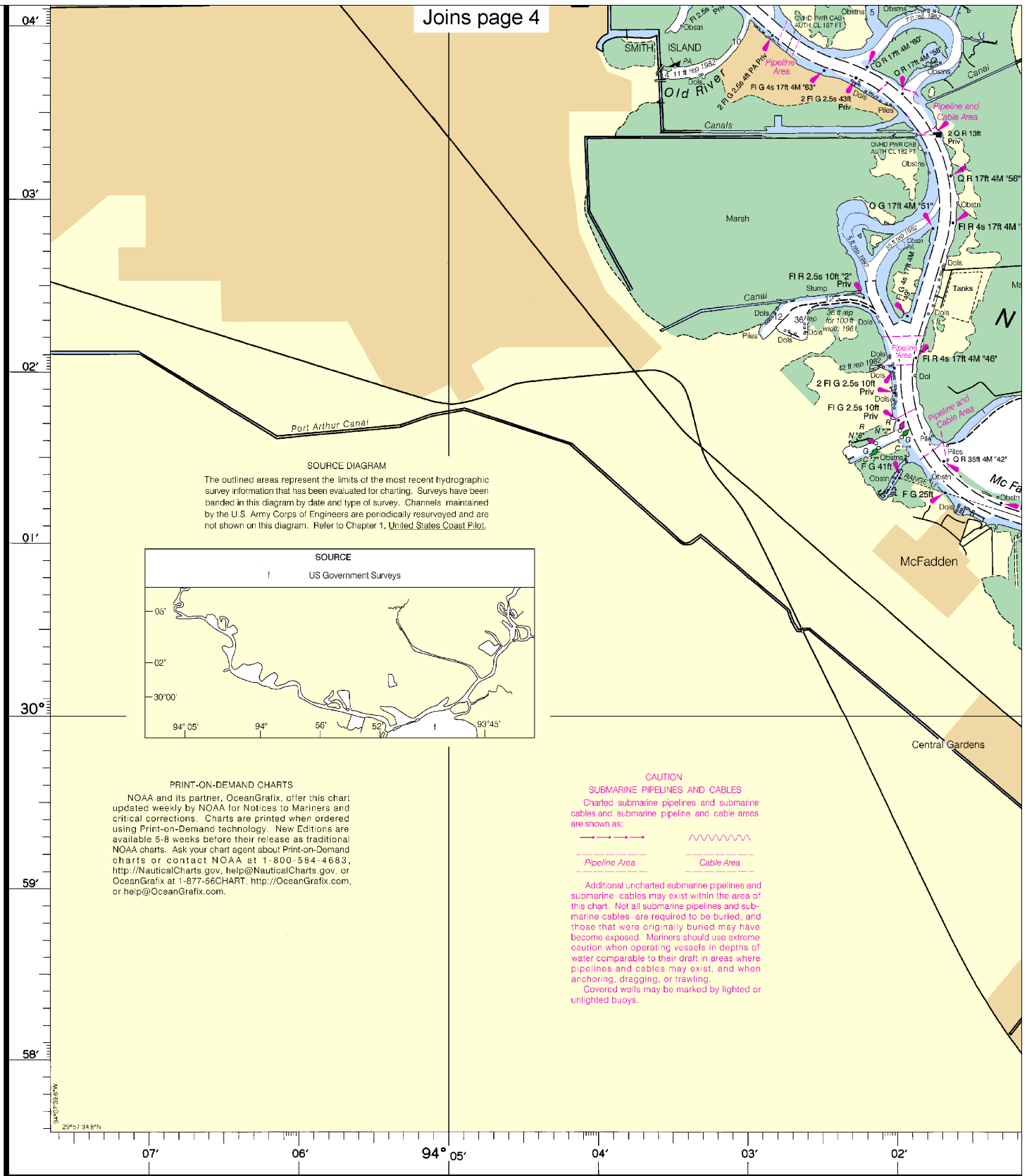




This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,  
NGA Weekly Notice to Mariners: 0613 2/9/2013,  
Canadian Coast Guard Notice to Mariners: n/a.



Joins page 4



38th Ed., Apr /07 ■ Corrected through NM Apr 21/07  
Corrected through LNM Apr 10/07

11343

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Service, NOAA, Silver Spring, Maryland 20910-3282.

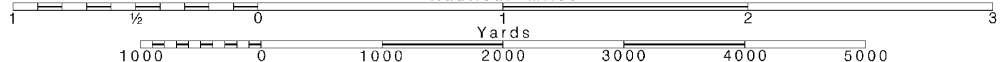
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





# SABINE AND NECHES

Mercator Projection  
Scale 1:40,000 at Lat. 30°  
North American Datum of 1983  
(World Geodetic System 1984)

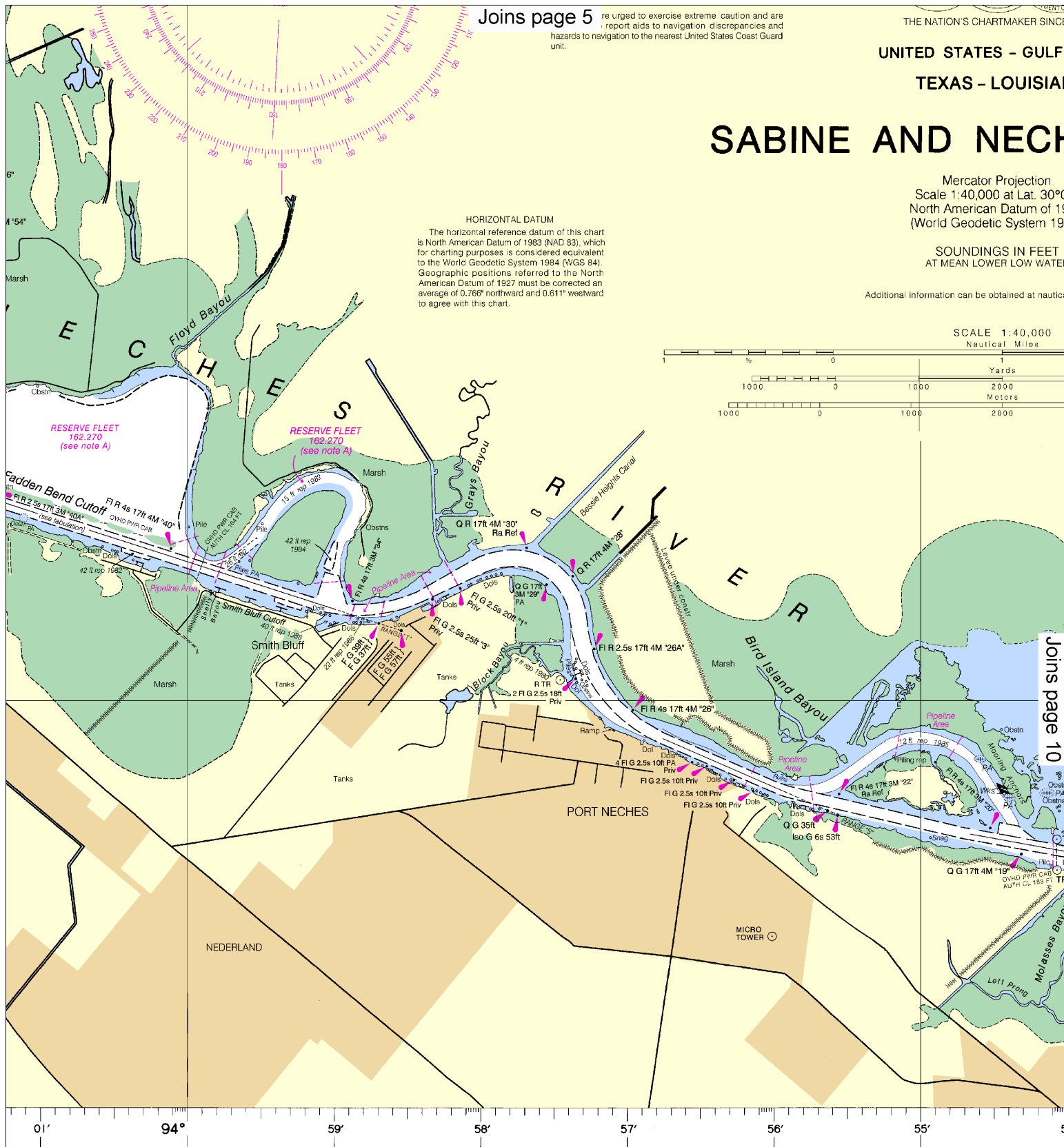
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at nautical

SCALE 1:40,000  
Nautical Miles  
Yards  
Meters

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.766" northward and 0.611" westward to agree with this chart.



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National  
Charts for  
the Ocean

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

UNITED STATES - GULF COAST

TEXAS - LOUISIANA

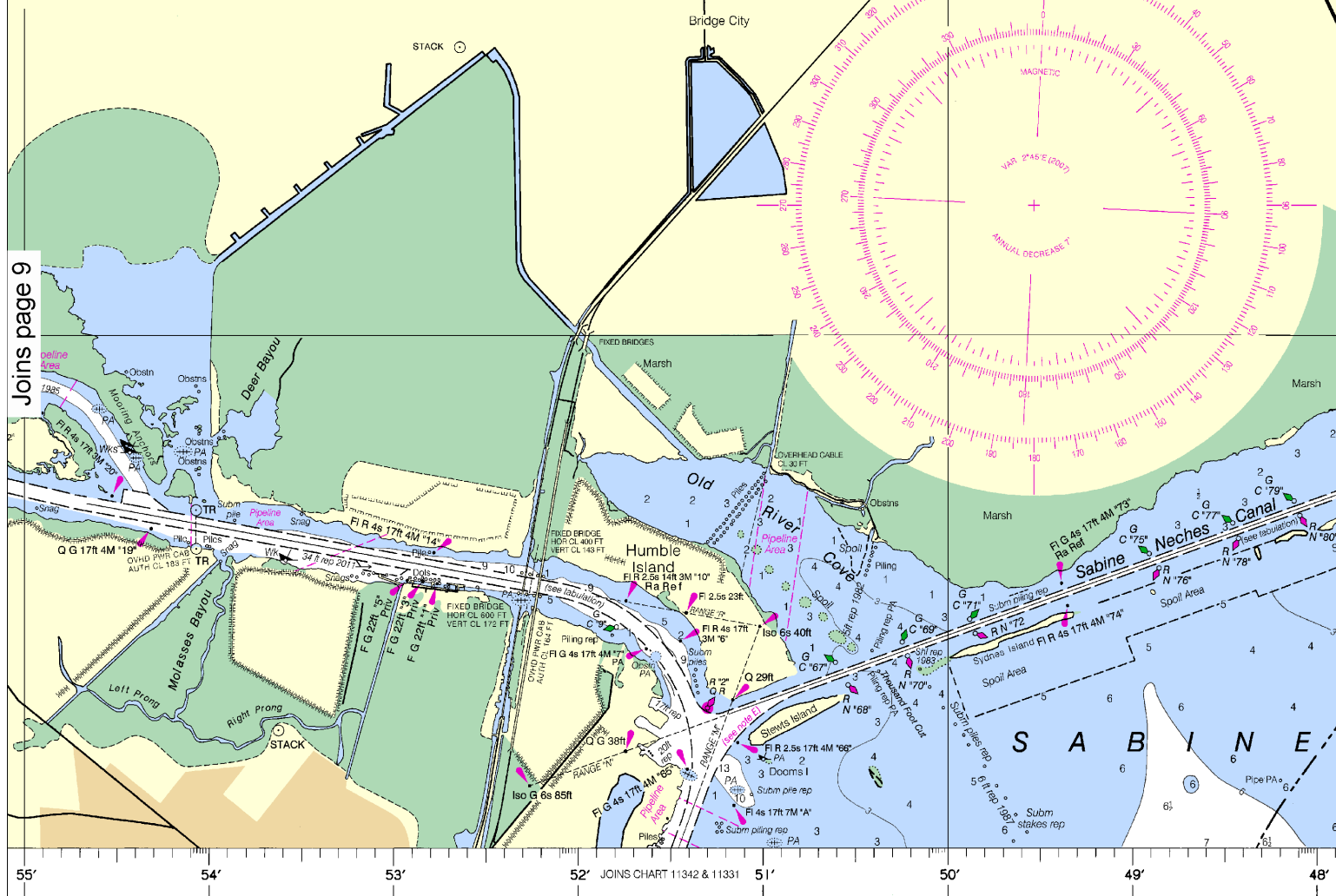
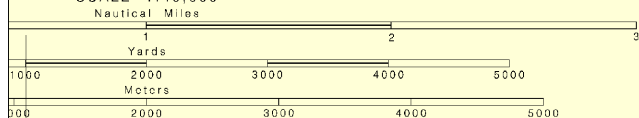
# AND NECHES RIVERS

Mercator Projection  
Scale 1:40,000 at Lat. 30°02'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SCALE 1:40,000



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DEPARTMENT OF COMMERCE  
COAST AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

SOUNDINGS IN FEET

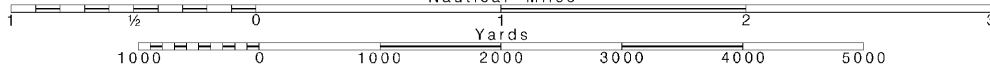
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Note: Chart grid lines are aligned with true north.

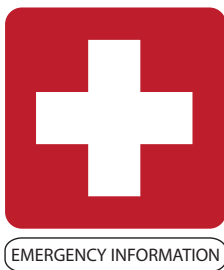
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

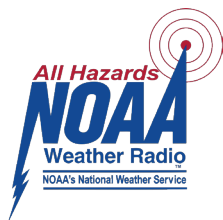
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

|   |   |   |
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| Report a chart discrepancy                      | — | <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>                               |
| Chart and chart related inquiries and comments  | — | <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a> |
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| Coast Pilot online                              | — | <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>                         |
| Tides and Currents                              | — | <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>   |
| Marine Forecasts                                | — | <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>   |
| National Data Buoy Center                       | — | <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>   |
| NowCoast web portal for coastal conditions      | — | <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>   |
| National Weather Service                        | — | <a href="http://www.weather.gov/">http://www.weather.gov/</a>   |
| National Hurricane Center                       | — | <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>   |
| Pacific Tsunami Warning Center                  | — | <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>   |
| Contact Us                                      | — | <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>                           |



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



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